

SebArt *professional line*

Sukhoi 29S 50E V.2 ARF

ASSEMBLY MANUAL

The new *Sukhoi 29S 50E V.2 ARF* was designed by Italy aerobatic pilot Sebastiano Silvestri.

This professional ARF kit is the result of Sebastiano's long research in 3D performance and precision. This combined with an extremely lightweight structure, the all wood airframe and the big control surfaces give the *Sukhoi 29S 50E V.2* an impressive thrust-to-weight ratio and crisp control authority at any airspeed and flight condition.

The *Sukhoi 29S 50E V.2* can do it all... precision aerobatics manouvres... easy harriers, torque rolls, blenders, waterfalls and all this for a biplane of this class is unbelievable!

.....the only aerobatic limit is your fantasy!

Specifications:

Wing Span:.....154 cm
Length:..... 154 cm
Wing Area:.....51,6 dm²
Weight:...2.450-2.550 g. RTF less motor battery

Recommended set up:

Radio: 6-Channel with 4 standard servo
Motor:..... Hacker A50-16S
ESC:.....Master basic 70 S-BEC
Battery: Top Fuel 4000-6S or 4500-6S
Propeller:APC 16x12E or 17x8E

Required radio, motor and battery

Radio equipment:

- Minimum 6-channel radio system
- 4 standard digital JR DS 8301 or DS 9511
- 2 servo extensions 500mm, for elevator and rudder servos

Recommended electric motor for best performance:

- Hacker A50-16S + Jeti Master Basic 70A SBec + APC 16x12 or 17x8E
- Battery pack Top Fuel 4000-6S or 4500-6S

Additional required item, tools and adhesives

Tools:

- Drill
- Drill bits: 1,5mm; 2mm; 2,5mm; 3mm
- Phillips screwdriver
- Hobby knife
- Masking tape
- Paper towels
- Rubbing alcohol
- Sand paper
- Soldering iron
- synthetic oil

Adhesives:

- 5-minute epoxy
- thin CA
- medium CA

Warning

This RC aircraft is not a toy!

If misused, it can cause serious bodily harm and damage to property.

Fly only in open areas, preferably in official flying sites, following all instructions included with your radio and motor.

This plane is a compromise between Aerobatics and 3D flying, and not a pylon racer.

It is built with a very light structure and for this reason we hardly recommend:

→ Do NOT fly your airplane at high speeds, because this may cause structural failures or flutter due to the extremely large control surfaces.

Before starting assembly

Before starting the assembly of your Sukhoi 29S 50E V.2, remove each part from its bag and protection for a prior inspection. Closely inspect the fuselage, wing panels, rudder, and stabilizer for damage. If you find any damage or missing parts, contact the place of purchase.

If you find any wrinkles in the covering, use a heat gun or covering iron to remove them. Use caution while working around areas where the covering material overlap to prevent separating the covers.

Warranty information

SebArt guarantees this kit to be free from defects in both material and workmanship at the date of purchase.

This warranty does not cover any parts damage by use or modification, and in no case shall SebArt's liability exceed the original cost of the purchased kit.

Further, SebArt reserve the right to change or modify this warranty without notice.

In that SebArt has no control over the final assembly or material used for the final assembly, no liability shall be assumed or accepted for any damage of the final user-assembled product. By the act of using the product, the user accepts all resulting liability.

If the buyer is not prepared to accept the liability associated with the use of this product, the buyer is advised to return this kit immediately in new and unused condition to the place of purchase.

Control throws

Please, follow the recommended linkage setups:

For the AILERON we recommend the following throws:

Low rate: 20° up / 20° down **Expo:** 40%

3D rate: 45° up / 45° down **Expo:** 80%

For the ELEVATOR we recommend the following throws:

Low rate: 20° up / 20° down **Expo:** 25%

3D rate: 60° up / 60° down **Expo:** 80%

For the RUDDER we recommend the following throws:

Low rate: 30° left / 30° right **Expo:** 30%

3D rate: 50° left / 50° right **Expo:** 60%

Note: the **Expo** is (+) for JR systems, and (-) for Futaba systems.

Mixing

For best performance, we recommend a linear-mix*:

Rudder → Elevator UP

When you give full rudder to the right or left side, the elevator have to go up (positive) approx. 8%

Rudder → Ailerons

When you give full rudder to right the ailerons need to go left approx. 2%

When you give full rudder to left the ailerons need to go right approx. 2%

* if you have a programmable computer radio.

Recommended CG

The recommended **Center of Gravity** location is **145mm** behind the leading edge of the wing against the fuselage.

- **140mm** is good for aerobatics
- **150mm** or more is good for 3D

You can use the battery pack, moving it forward or backward, to achieve the correct balance.

Range test your radio

- ✓ Before fly, be sure to range check your radio as manufacturer's instruction manual of you radio-system recommend.
- ✓ Double-check all controls (aileron, elevator, rudder and throttle) move in the correct direction.
- ✓ Be sure that your batteries are fully charged, as per the instructions included with your batteries and that your radio is fully charged as per its instructions.

...good flights!

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